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TOWING TOPIC SUBMISSION

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INDUSTRY AFFECTED: Tow Contract

TOPIC OR DESCRIPTION OF ISSUE:

Add back in the minimum equipment standards for class B and class C tow trucks to the new contract

HOW IS THIS IMPACTING THE INDUSTRY?

This minimum equipment standard that is set to be in the new contract will set us well below the national average minimum standard.

REASON FOR CONSIDERATION OR CHANGE TO THE REGULATIONS?

This is a very serious safety hazard to the public and all first responders. There is nothing in the new contract that says you need to have a wrecker or Tow truck to qualify for the class B or class C rotation. The new contract only list how old the truck can be, what size & length wire rope and tools to remove and replace the driveline. That's it.. There should be minimums of; GVWR, Extendable boom size, winch size, wire rope size. Class B and class C both should have a minimum of two winches. Class C wreckers should have a minimum wheelbase of 280 inches. Sub-par standards will only provide sub-par service and sub-par safety. This will cause big delays of the roads and freeways being open. And the longer the roads are blocked the more secondary accidents there will be and more chances of responders being hit by other vehicles.

WHAT IS THE PROPOSED SOLUTION?

Adopt the new Oregon State Police Mandatory Equipment and Safety Standard for Tow Trucks.

WAS A FILE/IMAGE UPLOADED WITH THIS SUBMISSION? Yes

THIS IS AN AUTOMATED NOTICE OF SUBMISSION. ANY ATTACHMENTS SUBMITTED MUST BE REQUESTED AS THEY MUST BE VERIFIED AS LEGIT SUBMISSIONS AND PROCESSED TO REMOVE ANY UNINTENTIONAL MALICIOUS SOFTWARE ADDITIONS BEFORE DISTRIBUTION.

TOW00023-2022

Mandatory Equipment and Safety Standards for Tow Trucks

(1) All equipment used by a listed tow company must meet the equipment manufacturer's recommendations/load limit. Equipment shall not exceed manufacturer's safety specifications.

(2) All equipment used in conjunction with the tow truck winching system must be used in such a way as to not exceed the equipment safe working load.

(3) All winching equipment, booms, snatch blocks, and rigging, must have permanently affixed durable factory identification which states the safe working load. If this identification has been removed or is no longer readable, it is deemed out-of-service and may no longer be used. Equipment may be re-inspected by a recognized recertification company. If the equipment is acceptable, it may be identified with a safe working load limit and a recertification company identifier. It will be deemed acceptable if the operator maintains a copy of the certification of winching equipment.

(4) All tow vehicles operated by a listed tow business must be equipped with the following minimum equipment:

(a) At least two (2) upper work lights (near light bar) and 2 lower work lights (36" or lower), mounted behind the cab of each tow vehicle which are controlled by a separate dedicated on/off switch at each level. This lighting must be capable of illuminating the work area;

(5) A cellular phone, an FCC licensed two-way radio or a similar means of maintaining constant contact, where conditions permit, with each tow truck operated by the business. Citizen band radios do not meet this requirement.

(6) Rope as required for each class of tow vehicle. Rope lengths shall be measured from the point of attachment on each drum. Ropes shall meet the following requirements:

(a) Each rope shall be capable of being fully extended from and fully wound onto its drum; this includes a properly functioning free spool mechanism on each winch.

(b) No less than five wraps of wire rope or eight wraps of synthetic rope must remain on the drum when the rope is fully extended.

(7) Wire ropes shall be free from the following defects or conditions:

(a) There must be no more than six randomly distributed broken wires in one rope lay, or more than three broken wires in one strand in one rope lay;

(b) Any evidence of heat damage from any cause;

(c) No end attachments that are cracked, deformed, worn or loosened.

(d) Synthetic rope must be free of the following defects:

(e) No evidence of heat damage;

(f) No evidence of abrasion damage which would affect the integrity of the rope;

(g) There must be no cut strands;

(h) No end attachments that are cracked, deformed, worn or loosened;

(i) No evidence of excessive damage.

(8) LED, strobe or rotator lights. These lights must meet the following requirements:

(a) At least one set of portable lights for the unit being towed. The portable light set must include taillights, brake lights and directional signal lights.

(b) Be red or amber in color;

(c) Be capable of being visible from 360 degrees;

(d) May only be used at the scene when necessary to warn approaching traffic.

(9) A broom and a shovel. The tow truck driver shall clean all debris associated with said incident scene. Tow truck driver is also responsible for cleanup of injurious substances as required by ORS 822.225.

(10) A wheel lift, car carrier, or other comparable device incorporating a material designed to protect vehicles.

(11) A wheel lift, car carrier, or other comparable device that can tow motorcycles.

(12) At least one 40 BC rated fire extinguisher.

(13) At least one snatch block, or equivalent block, in good working condition for each working line.

(14) At least one commercial grade manufactured dolly on all class A recovery vehicles up to 26,000 GVWR and on a class B Tow truck if it is being used to cover a class A zone.

(15) At least one set of portable lights for the unit being towed. The portable light set must include taillights, brake lights and directional signal lights.

(16) At least two warning signs notifying approaching traffic of an incident which comply with ORS 822.220.

(a) Warning signs must conform to the Oregon Department of Transportation's publication "Oregon Temporary Traffic Control Handbook" (OTTCH) as adopted by OAR 734-020-0005.

(17) Failure to meet these minimum equipment requirements for each tow vehicle may be cause for suspension or revocation of certification and removal from the non-preference tow list.

(18) Class A tow vehicle shall be capable of towing and recovery operations for passenger cars, pickup trucks, small trailers or equivalent vehicles. Class A tow trucks must meet the requirements of subsection (1) (a) through (p) of this section, and must be equipped with or meet all of the following additional requirements:

(a) Have at least a 14,500 pound manufacturer's gross vehicle weight rating;

(b) Have dual tires on the rear axle;

(c) Have a boom with at least an eight-ton hydraulic boom rating with dual or single winches to control a minimum of one service drum;

(d) Be equipped with either an 8000-pound winch with a minimum of one hundred (100) feet of 3/8-inch continuous length wire rope or equivalent rated synthetic rope, or with an 10,000-pound winch with a minimum of one hundred (100) feet of 7/16-inch continuous length wire rope or equivalent rated synthetic rope;

(e) A wheel lift system with at least a fully extended working load rating of 3,500 pounds.

(19) Class B tow vehicles shall be capable of towing and recovery operations for medium size trucks, trailers, motor homes with a front engine or equivalent vehicles. Class B tow trucks must meet the requirements of subsection (1) (a) through (p) of this section, and must be equipped with or meet all of the following additional requirements:

(a) Have at least a 22,000 pound manufacturer's gross vehicle weight rating or equivalent;

(b) Be equipped with an extendable hydraulic boom with a minimum 20,000-pound rating having a minimum of dual 10,000 lb winches and 150 feet of 7/16-inch continuous length wire rope or synthetic equivalent per winch;

(c) Class B tow vehicles more than 26,001 pounds GVWR are not required to carry dollies when used for heavy towing. However, dollies are required when a Class B tow vehicle is used for Class A Towing;

(d) A wheel lift system with a minimum fully extended working load rating of 5,000 pounds;

(20) Class C tow vehicles shall be capable of towing and recovery operations for large trucks, trailers, motor homes or equivalent vehicles. Class C tow vehicles must meet the requirements of subsection (1) (a) through (p) of this section, and be equipped with and meet the following additional requirements:

(a) Have at least a 33,000 pound manufacturer's gross vehicle weight rating or equivalent.

(b) Be equipped with a twenty-five-ton minimum rated hydraulic extendable boom with two dual 25,000-pound hydraulic winches;

(c) Have at least 2 separate, 150 feet continuous lengths of wire rope, with five-eighths inch diameter or an equivalent rated synthetic rope;

(d) Be equipped with air brakes and an air system capable of supplying air to the towed unit; Tow vehicle must be capable of operating the towed vehicles brake system.

(e) Portable dollies are not required;

(f) Be equipped with tandem rear axle truck chassis (three axle truck);

(g) Be equipped with rear axles which have dual tires;

(h) Be equipped with an under-lift suitable for Class C tow vehicles with a minimum rating of 12,000 pounds, fully extended;

(i) The tow vehicle must have a minimum wheelbase of 280 inches.

(21) Class D-A tow trucks shall meet the requirements of subsection (1) (a) through (p) of this section, and be equipped with and meet the additional the following requirements:

(a) Class D-A tow trucks shall not be considered a recovery vehicle.

(b) Have at least a 14,500-pound manufacturer's gross vehicle weight rating;

(c) Be equipped with dual tires on the rear axle;

(d) Be equipped with at least 50 feet of 3/8-inch diameter continuous length wire rope or an equivalent rated synthetic rope;

(e) The tow vehicle may include a wheel lift, if chassis GVWR is over 17,500 pounds and the wheel lift system has at least a fully extended working load rating of 3,000 pounds.

(22) Class D-B tow trucks shall meet the requirements of subsection (1) (a) through (p) of this section, and in be equipped with and meet the following additional requirements:

(23) Class D-B tow trucks equipped with a commercially manufactured side puller system may be considered a recovery vehicle. Must have an A or B tow vehicle within an adjoining tow zone in order to use this as a recovery vehicle.

(a) Have at least a 22,000-pound manufacturer's gross vehicle weight rating;

(b) Be equipped with dual tires on the rear axle;

(c) Be equipped with at least 75 feet of 3/8 inch continuous length diameter wire rope or an equivalent rated synthetic rope;

(d) Be equipped with a wheel lift system with a minimum fully extended working load rating of 3000 pounds;

(e) Class D-C tow trucks shall meet the requirements of subsection (1) (a) through (p) of this section, and be equipped with and meet the following additional requirements:

(24) Class D-C tow trucks equipped with a commercially manufactured side puller system may shall be considered a recovery vehicle. There must be a Class C tow vehicle in an adjoining tow zone in order to use this vehicle as a recovery vehicle.

(a) Have at least a 33,000-pound manufacturer's gross vehicle weight rating.

(b) Be equipped with at least 100 feet of continuous wire rope of 5/8th inch diameter or its synthetic equivalent.

(c) Be equipped with a tandem rear axle truck chassis with dual tires.

(d) The tow vehicle may include a wheel lift;

(e) Be equipped with air brakes and an air system capable of supplying air to the towed unit. Tow vehicle must be capable of operating the towed vehicles brake system.

3. EQUIPMENT CONDITIONS AND EQUIPMENT SPECIFICATIONS

3.1.1. All tow equipment used for Towing Services under this Contract must be registered with and approved by the City. No tow truck will be approved unless it meets the equipment standards below and is owned by, or is under the exclusive control of, the Contractor under a lease or other documented rental agreement. All tow trucks used for the Contract must be maintained in good general condition, which includes: The cab interior free of dirt and grease; complete instrumentation; complete interior panels; clean working passenger seatbelts, clean upholstery surfaces, and floor; visible and intact exterior paint and company brand decals are visible and intact.

3.1.2. Tow trucks may not display advertising for any business other than the Contractor, without prior Towing Coordinator approval.

3.1.3. All tow equipment must be equipped as follows at all times when operating under this Contract:

3.1.3.1. Permanent labeling on each side door of the vehicle with the Contractor's name, city, state, and DOT number (if applicable). The Contractor's name must be displayed in letters not less than 3 inches high. The city and state must be in letters not less than 1 inch high.

3.1.3.2. A unique identifier on tow trucks in a form issued by the Towing Coordinator (see Exhibit E).

3.1.3.3. A four-way emergency flashing system and at least one flashing amber light (or other color permitted by state law) projecting light for 100 feet, mounted high.

3.1.3.4. Upper and lower work lights mounted behind the cab of the tow truck that can illuminate the tow area in poor visibility conditions.

3.1.3.5. Portable auxiliary brake lights, emergency flasher, turn signal, and taillight with protective pads/covers to prevent paint damage to towed vehicles.

3.1.3.6. A clearly audible warning alarm when the tow vehicle is shifted into reverse to signify that the vehicle is backing up.

3.1.3.7. A fire extinguisher with an Underwriter's Laboratory (UL) rating of at least 5B:C for class A trucks. Class B and C trucks must carry fire extinguishers with a cumulative UL rating of at least 10B:C-B: C.

3.1.3.8. A broom, shovel, container for crash debris, 10 pounds of grease and fluid-absorbent material, and any other tools and equipment necessary to clean up a crash scene in accordance with state and local laws.

3.1.3.9. At least six flares or other emergency reflective devices.

3.1.3.10. Tires appropriate in size and rating for the tow truck, with not less than 3/32 inch of tread and mounted on rims secured with the manufacturer's recommended number of lug nuts.

3.1.3.11. Two-way radio equipment or cell phone capable of communicating with the Contractor's Dispatcher at all times. This equipment must be approved and licensed in accordance with federal law.

3.1.3.12. Any other equipment required by state law.

3.1.4. Class A equipment must be equipped as described above and also conform to the following:

3.1.4.1. A manufacturer's gross vehicle weight rating (GVWR) of at least 10,000 pounds.

3.1.4.2. Capacity for towing and recovery operations for passenger cars, pickup trucks up to ¾-ton size unloaded, and small trailers or equivalent vehicles weighing less than 10,000 pounds GVWR.

3.1.4.3. Not more than 12 model years old.

3.1.4.4. Either a wheel-lift, eagle-claw, easy loader, or rollbed.

3.1.4.5. Have at least 100 feet of wire rope with a safe working limit of at least 3,500 pounds, as established by the American Society of Mechanical Engineers. All wire rope will be in good condition, free of flat spots and frays.

3.1.4.6. Tools and equipment for minor repairs, including tire-changing equipment (tire wrench and vehicle jack).

3.1.4.7. Jumper cables or a jump box.

3.1.4.8. Fuel can or other fuel-transferring device.

3.1.4.9. Tow dolly and all equipment for securing a vehicle on the dolly. Dolly tires must be in good condition and have not less than 3/32 inch of tread;

3.1.4.10. Dual tires on the rear axle or duplex type tires, also referred to as "super single," with a load rating that is comparable to a dual tire rating.

3.1.4.11. Six-ton boom rating dual or single boom with dual or single winches to control a minimum of one service cable.

3.1.4.12. Trailer ball hitches to fit all conventional trailers.

3.1.4.13. Rollbeds equipped according to their vehicle class with the following exceptions:

3.1.4.13.1. Rollbeds are not required to carry dollies.

3.1.4.13.2. Rollbeds may be approved for transport of more than one vehicle if equipped with a wheel-lift and portable auxiliary brake lights, emergency flasher, turn signal, and tail-light with protective pads/covers to prevent towed vehicle paint damage.

3.1.5. All Class B vehicles must be equipped with the following:

3.1.5.1. Not more than (15) years old unless a waiver is approved by the Towing Coordinator.

3.1.5.2. A minimum of 100 feet of wire rope at least 7/16 inch in diameter. All wire rope must be in good condition, free of flat spots and frays.

3.1.5.2.1. Appropriate tools and equipment for removing and replacing a driveline.

3.1.6. All Class C vehicles must be equipped with the following:

- 3.1.6.1. A minimum of 150 feet of wire rope, at least 5/8 inch in diameter. All wire rope must be in good condition, free of flat spots and frays.
- 3.1.6.2. Air brakes and an air system capable of supplying air to the towed vehicle.
- 3.1.6.3. Appropriate tools and equipment for removing and replacing a driveline.
- 3.1.7. All Class C vehicles must:
 - 3.1.7.1. Not be more than 20 years old unless a waiver is approved by the Towing Coordinator.
 - 3.1.7.2. Carry current documentation of having passed an annual safety inspection by the Oregon State Police, Oregon Department of Transportation, or other equivalent organization.
 - 3.1.7.3. Be in compliance with Federal Motor Carrier Safety Regulations, including:
 - 3.1.7.3.1. General Driver Qualifications (391.11)
 - 3.1.7.3.2. Physical Qualifications for Drivers (391.41)
 - 3.1.7.3.3. Equipment Inspection and use of Pre-trip by Qualified Driver (392.7)
 - 3.1.7.3.4. Inspection, Repair, and Maintenance in its entirety. (396.3)
- 3.1.8. Class C Contractors must demonstrate compliance with Oregon Revised Statutes (ORS), including:
 - 3.1.8.1. Class of Licenses (ORS 807.031)
 - 3.1.8.2. Kinds of Endorsements (ORS 807.035)
 - 3.1.8.3. Criminal Driving While Suspended (ORS 811.182)
 - 3.1.8.4. Driving While Suspended (ORS 811.175)
- 3.1.9. Class C Contractors must demonstrate compliance with all Oregon Department of Transportation Motor Carrier Enforcement Division permit requirements and attachments, including:

- 3.1.9.1. Oregon Administrative Rule (OAR) Chapter 734, Division 75, Mobile/Modular Homes and movement of mobile/modular homes
- 3.1.9.2. OAR Chapter 734 Division 76, Tow permits for Class B and Class C wreckers
- 3.1.9.3. OAR Chapter 734 Division 82, Heavy Haul for Landoll Requests or Equipment
- 3.1.10. Contractors must establish and enforce a dress code and hygiene standard applicable to staff when on duty under the Contract. The dress code must include a uniform of the Contractor's choice and closed-toe work shoes. Qualified Drivers must comply with this policy when performing under this Contract.
- 3.1.11. All Qualified Drivers must wear high-visibility reflective clothing whenever outside of the vehicle performing work for the contract. The clothing must be rated the greater of federal or State of Oregon local high-visibility apparel requirements for working on the roadway with vehicles passing at a speed of 50+ mph, or ANSI/ISEA 107/2010 Class 3. The clothing must have a tag on it from the manufacturer that contains the ANSI rating of the apparel to verify compliance.

4. CONTRACTOR PERFORMANCE STANDARDS

- 4.1.1. A pass will be applied for any Tow Request declined or unanswered by the Contractor for a tow class that the Contractor is registered for, including requests that originate outside the service area. A pass will not be applied if the Contractor declines a request due to lack of authority to perform tows at Tow Request location.
- 4.1.2. The Contractor must respond to a complaint by the owner or owner's agent within five business days.
- 4.1.3. As it relates to complaints being investigated by the Towing Coordinator, the Contractor may not sell or otherwise dispose of the vehicle in their possession until a decision has been made on the complaint and communicated to the vehicle owner or person with interest in the towed vehicle.
 - 4.1.3.1. Excessive mileage – on Class A and B tows, the Tow Contractor may charge for any towed miles after the first 6 miles up to 18 total miles (maximum 12 billable miles). For tows originating from outside the Portland service area or with destinations outside the Portland service area, the Tow